

SR 520 Corridor: Montlake to Bellevue Way High Capacity Transit Accommodation Scenarios

Characteristic	Scenario			
	No HCT Accommodation	Full Preservation	Bridge Crossing Preservation Only	Bridge Crossing Accomodation Only
Description	No consideration given to future HCT development as part of current project	Provide full clear HCT envelope from Montlake to Bellevue Way as part of current project. At critical locations provide sufficient structural capacity and structure width to establish basic HCT alignment and profile	Provide HCT right of way envelope only for lake crossing and critical approach locations on each shore based on only partial use of the Montlake to Bellevue Way corridor highway right of way. No provisions beyond first major structure on each shoreline.	Provide ability within lake crossing structure and immediate approaches to create future envelope. No provisions beyond lake crossing.
Right of Way Implications for <u>Trans-Lake Project</u>	None	High Right of Way Impacts. The project is designed and constructed to provide a complete ready-made envelope within the highway right of way with minimal future expansion needed to construct the HCT facility.	Low to Moderate Right of Way Impacts Includes full clear envelope for lake crossing and at critical structures on crossing approaches. Beyond the first lids, the HCT facility is assumed to transition out of the highway right of way.	Low to Moderate Right of Way Impacts Includes right of way and structure on floating bridge sufficient to allow reconstruction to accommodate HCT. Provides right of way on crossing approaches to allow reconstruction of structures and roadways to accommodate HCT. Beyond the first lids, the HCT facility is assumed to transition out of the highway right of way or require major reconstruction and realignment of the highway.
Roadway Design Implications for <u>Trans-Lake Project</u>	None	Significant Impact Provides full HCT envelope in median impacting roadway alignment and most structures.	Low to Moderate Impact Impact is limited to the design of the floating bridge and approach structures as well as first lids on each side of lake.	Low Impact Roadway alignment is not impacted. Impacts limited primarily to width of lake crossing structures.
Cost Implications for <u>Trans-Lake Project</u>	None	High Right of way acquisition and additional structures are largest for this option.	Medium Costs focus primarily on additional lake crossing structure and adjacent lids, as well as related right of way.	Low Costs limited primarily to additional structure on floating bridge.
Alignment Implication for <u>Future HCT</u>	None	HCT Alignment Fixed Assumes HCT alignment full length of highway right of way from Montlake to Bellevue Way. Little or no flexibility for change without abandoning prior investment.	Fixed Lake Crossing Only Assumes only the lake crossing is fixed and that HCT would depart from highway right of way on both east and west sides of the lake.	Fixed Lake Crossing Only Assumes only the lake crossing is fixed and that HCT would depart from the highway right of way on both east and west sides of the lake.
Design Implications for <u>Future HCT</u>	None	Optimal Allows optimal design of HCT facility integrated in multi-modal facility	Constrained Design of HCT alignment, profile and station locations will be constrained by already build roadway project and future development on fronting properties, forcing many design compromises.	Highly Constrained Design of HCT alignment, profile and station locations will be highly constrained by already build roadway project, need to reconstruct roadway segments, and future development on fronting properties, forcing many design compromises.
Costs and Impacts for <u>Future HCT</u>	Very High Costs and Impact. No provisions would exist for HCT development	Medium Costs and Impacts Basic envelope and all major structures would be in place for segment from Montlake to Bellevue Way. Possible major impacts at transitions in and out of highway right of way, depending on HCT alignment chosen. Little impacts to roadways during construction. Little or no additional right of way acquisition required.	Medium to High Costs and Impacts Depending on HCT alignment chosen beyond lake crossing, impacts could range from medium to high. Some impacts to roadways will occur as a result of HCT construction at transitions in and out of right of way. Significant additional right of way required.	High to Very High Costs and Impacts Depending on HCT alignment chosen beyond lake crossing, impacts could range from high to very high. Major impacts will occur to roadways throughout corridor as a result of reconstruction of structures and changes in roadway alignment. Significant additional right of way required.